Of the 420 counties in Appalachia, 178 counties are served by fixed-route bus services and 295 counties count with demand-response services open to the general public.

1 Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

2 Restricted to certain groups of the population based on age, disability, health status, or income. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.

7% of the rural Appalachian counties served by fixed-route services have evening service, compared to 50% of rural non-Appalachian counties in Appalachian states.
Access to jobs and transit in Appalachia

Access to jobs via fixed-route bus service is lower for households that do not own a car in Appalachia than it is for the United States and non-Appalachian regions of Appalachian states.

The percentage of jobs within a half-mile from fixed-route bus services is:
- 46% in Appalachia
- 62% in the United States
- 70% in non-Appalachian counties in Appalachian states

The percentages of jobs within a half-mile from fixed-route bus services by state is:

<table>
<thead>
<tr>
<th>State</th>
<th>Appalachian Counties</th>
<th>Non-Appalachian Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL</td>
<td>50%</td>
<td>51%</td>
</tr>
<tr>
<td>GA</td>
<td>37%</td>
<td>69%</td>
</tr>
<tr>
<td>KY</td>
<td>42%</td>
<td>70%</td>
</tr>
<tr>
<td>MD</td>
<td>47%</td>
<td>77%</td>
</tr>
<tr>
<td>MS</td>
<td>31%</td>
<td>32%</td>
</tr>
<tr>
<td>NC</td>
<td>53%</td>
<td>60%</td>
</tr>
<tr>
<td>NY</td>
<td>57%</td>
<td>85%</td>
</tr>
<tr>
<td>OH</td>
<td>33%</td>
<td>65%</td>
</tr>
<tr>
<td>PA</td>
<td>46%</td>
<td>69%</td>
</tr>
<tr>
<td>SC</td>
<td>40%</td>
<td>48%</td>
</tr>
<tr>
<td>TN</td>
<td>55%</td>
<td>60%</td>
</tr>
<tr>
<td>VA</td>
<td>26%</td>
<td>67%</td>
</tr>
<tr>
<td>WV</td>
<td>56%</td>
<td>-</td>
</tr>
</tbody>
</table>

ACCESS TO TRANSIT FOR ZERO-CAR HOUSEHOLDS

48% of households that do not have a car in Appalachia are within a half-mile from fixed-route bus services.

This percentage is 72% in the United States and 87% in non-Appalachian counties in Appalachian states.

While 46% of jobs in Appalachia are within a half-mile from fixed-route bus service, only 27% of workers reside within that service area, limiting opportunities to commute by fixed-route bus service.

1Fixed-route transit bus service operates on a predetermined route according to a predetermined schedule, and riders are picked up and dropped off at designated stops.
Public Transportation in Appalachia - Inventory and Assessment Fact Sheet

Of the 37 counties in Appalachian

**Alabama**

- **8** are served by fixed-route bus service
- **26%** of the workers in these counties live within a half-mile of fixed-route bus service

### Fixed-Route Bus by County

- **DAYS OF SERVICE**
  - Weekdays Only: 14%
  - Weekdays and Weekends: 86%
  - Peak Only: 43%
  - Daytime Only: 43%
  - Daytime and Evening: 14%

- **HOURS OF SERVICE**
  - Mon-Fri: 96%
  - Mon-Sat: 4%
  - Mon-Sun: 14%

### Demand Response by County

- **DAYS OF SERVICE**
  - Mon-Fri: 7%
  - Mon-Sat: 15%
  - Mon-Sun: 78%

- **DAILY OPERATING HOURS**
  - <8 hrs: 4%
  - 8-12 hrs: 17%
  - >12 hrs: 78%

- **RESERVATION REQUIREMENTS**
  - +24 hrs: 17%
  - Day Before: 83%

### Alabama Highlight

The Alabama Department of Transportation conducts outreach with elected officials, particularly with newly elected local officials, to inform them of the benefits public transportation can bring to their communities.

### Funding Snapshot

**Alabama’s FY 2019 Public Transportation Funding Allocation:**

- **FEDERAL FUNDS** $28.2 million
- **STATE FUNDS** $-

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches are not available for those programs in Alabama:

- **5310** CAPITAL OPERATING
- **5311** CAPITAL OPERATING
- **5339** CAPITAL

---

1. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
2. Restricted to certain groups of the population based on age, disability, health status, or income.
3. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
Of the 37 counties in Appalachian

Georgia

10 are served by fixed-route bus service

14% of the workers in these counties live near fixed-route bus service⁴

The Georgia Department of Transportation is currently working on a statewide transit plan that would compile all needs identified in local plans, both in urban and rural systems. The plan will establish a vision for transit and guide the implementation of statewide performance goals.

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310** ✗ CAPITAL ✗ OPERATING
- **5311** ☑ CAPITAL ✗ OPERATING
- **5339** ✗ CAPITAL

---

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. ³Restricted to certain groups of the population based on age, disability, health status, or income. ⁴Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
Of the 54 counties in Appalachian Kentucky, 4 are served by fixed-route bus service and 23% of the workers in these counties live near fixed-route bus service. 

### Funding Snapshot

**Kentucky's FY 2019 Public Transportation Funding Allocation:**

- **Federal Funds:** $26.7 million
- **State Funds:** $1.9 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310** ✓ CAPITAL
- **5311** ✓ CAPITAL
- **5339** ✓ CAPITAL

1. Within a half-mile distance from a fixed-route transit service.
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Restricted to certain groups of the population based on age, disability, health status, or income.
4. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.

---

**KENTUCKY HIGHLIGHT**

Securing a local match needed to use federal grant funds is a common challenge for rural transit providers in the Region. The Kentucky Transportation Cabinet uses toll credits from the federal government based on Kentucky’s investment in the federal highway system as a local match funding source for transit.

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**FIXED-ROUTE BUS BY COUNTY**

- **DAYS OF SERVICE**
  - Weekdays Only: 25%
  - Weekdays and Weekends: 75%

- **HOURS OF SERVICE**
  - Peak Only: 46%
  - Daytime Only: 54%
  - Daytime and Evening: 25%

**DEMAND RESPONSE BY COUNTY**

- **DAYS OF SERVICE**
  - Mon-Fri: 46%
  - Mon-Sat: 54%
  - Mon-Sun: 59%

- **DAILY OPERATING HOURS**
  - <8 hrs: 41%
  - 8-12 hrs: 59%

- **RESERVATION REQUIREMENTS**
  - +24 hrs: 17%
  - Day Before: 83%
  - Same Day: 83%
PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Appalachian Regional Commission

Of the three counties in Appalachian Maryland

- 2 are served by fixed-route bus service
- 37% of the workers in these counties live within a half-mile of fixed-route bus service

FUNDING SNAPSHOT

Maryland's FY 2019 Public Transportation Funding Allocation:

- Federal Funds: $11.2 million
- State Funds\(^4\): $7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- 5310 \(\times\) CAPITAL
- 5310 \(\times\) OPERATING
- 5311 \(\checkmark\) CAPITAL
- 5311 \(\checkmark\) OPERATING
- 5339 \(\checkmark\) CAPITAL

\(^1\)Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

\(^2\)Restricted to certain groups of the population based on age, disability, health status, or income.

\(^3\)Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.

\(^4\)Includes funds from state-specific rural transit funding programs.

MARYLAND HIGHLIGHT

During grant application workshops, new applicants receive an orientation separate from returning applicants to ensure that they have access to the resources and direct support they need.
Of the 24 counties in Appalachian Mississippi, 2 are served by fixed-route bus service and 16% of the workers in these counties live within a half-mile of fixed-route bus service.

**Mississippi Highlight**
Mississippi's Statewide Public Transportation Study (2017) identified a pressing concern shared with various states: employment is anticipated to become increasingly concentrated in urbanized areas. This change impacts efforts to plan for and meet job access needs in more rural areas of the state.

**Present in 16 Counties**
- 50% Days of Service
- 50% HOURS OF SERVICE

**Demand Response by County**
- Days of Service
  - Mon-Sat: 100%
  - Mon-Sun: 100%
- Daily Operating Hours
  - <8 hrs: 12%
  - 8-12 hrs: 88%
  - >12 hrs: 89%
- Reservation Requirements
  - +24 hrs: 12%
  - Same Day: 88%

**Funding Snapshot**
- Mississippi's FY 2019 Public Transportation Funding Allocation:
  - Federal Funds: $21.6 million
  - State Funds: $3.8 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:
- **5310**: CAPITAL OPERATING
- **5311**: CAPITAL OPERATING
- **5339**: CAPITAL

---

1. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
2. Restricted to certain groups of the population based on age, disability, health status, or income.
3. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
4. Includes funds from state-specific rural transit funding programs.
Of the 14 counties in Appalachian

**New York**

14 are served by fixed-route bus service

37% of the workers in these counties live within a half-mile of fixed-route bus service

### Fixed-Route Bus by County

<table>
<thead>
<tr>
<th>Days of Service</th>
<th>Hours of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays Only</td>
<td>36%</td>
</tr>
<tr>
<td>Weekdays and Weekends</td>
<td>64%</td>
</tr>
<tr>
<td>Peak Only</td>
<td>43%</td>
</tr>
<tr>
<td>Daytime Only</td>
<td>57%</td>
</tr>
<tr>
<td>Daytime and Evening</td>
<td>61%</td>
</tr>
</tbody>
</table>

### Demand Response by County

<table>
<thead>
<tr>
<th>Days of Service</th>
<th>Daily Operating Hours</th>
<th>Reservation Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon-Fri</td>
<td>&lt;8 hrs</td>
<td>+24 hrs</td>
</tr>
<tr>
<td>Mon-Sat</td>
<td>8-12 hrs</td>
<td>Day Before</td>
</tr>
<tr>
<td>Mon-Sun</td>
<td>&gt;12 hrs</td>
<td>Same Day</td>
</tr>
</tbody>
</table>

### Funding Snapshot

**New York's FY 2019 Public Transportation Funding Allocation:**

- **Federal Funds:** $29.6 million
- **State Funds:** $22.7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310**: Capital Operating
- **5311**: Capital Operating
- **5339**: Capital

---

1 Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
2 Restricted to certain groups of the population based on age, disability, health status, or income.
3 Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
4 Includes funds from state-specific rural transit funding programs.
Of the 29 counties in Appalachian North Carolina, 18 are served by fixed-route bus service and 26% of the workers in these counties live near fixed-route bus service.

**FIXED-ROUTE BUS BY COUNTY**

- **DAYS OF SERVICE**
  - Weekdays Only: 56%
  - Weekdays and Weekends: 44%

- **HOURS OF SERVICE**
  - Peak Only: 27%
  - Daytime Only: 66%
  - Daytime and Evening: 7%

**DEMAND RESPONSE BY COUNTY**

- **DAYS OF SERVICE**
  - Mon-Fri: 19%
  - Mon-Sat: 81%

- **DAILY OPERATING HOURS**
  - <8 hrs: 75%
  - 8-12 hrs: 18%
  - >12 hrs: 7%

- **RESERVATION REQUIREMENTS**
  - Same Day: 77%
  - Day Before: 7%
  - +24 hrs: 23%

**PRESENT IN 28 COUNTIES**

**NORTH CAROLINA HIGHLIGHT**

North Carolina is among a few Appalachian states that requires public transportation providers to develop periodic Transit Development Plans (TDPs) to ensure systematic, periodic transit planning among providers. TDPs can be developed by providers individually or at a regional level.

**FUNDING SNAPSHOT**

- **North Carolina's FY 2019 Public Transportation Funding Allocation:**
  - **Federal Funds:** $39.1 million
  - **State Funds:** $19.5 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310** CAPITAL
  - OPERATING
- **5311** CAPITAL
  - OPERATING
- **5339** CAPITAL

---

1. Within a half-mile distance from a fixed-route transit service.
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Restricted to certain groups of the population based on age, disability, health status, or income.
4. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
5. Includes funding from state-specific rural transit funding.
Of the 32 counties in Appalachian

**Ohio**

20 are served by fixed-route bus service

20% of the workers in these counties live within a half-mile of fixed-route bus service

**FIXED-ROUTE BUS BY COUNTY**

- **DAYS OF SERVICE**
  - Weekdays Only: 20%
  - Weekdays and Weekends: 80%

- **HOURS OF SERVICE**
  - Peak Only: 6%
  - Daytime Only: 29%
  - Daytime and Evening: 64%

**OHIO HIGHLIGHT**

The Ohio Department of Transportation’s Mobility Management Regional Pilot Program initiated a process of developing regional-level coordinated transportation plans – as opposed to the current county-level plans. The program is designed to assist in identifying and removing barriers to employment, social service, and health care for all.

**DEMAND RESPONSE BY COUNTY**

- **DAYS OF SERVICE**
  - Jan-Sun: 66%
  - Mon-Sat: 68%
  - Mon-Sun: 75%

- **HOURS OF SERVICE**
  - <8 hrs: 16%
  - 8-12 hrs: 59%
  - >12 hrs: 25%

- **RESERVATION REQUIREMENTS**
  - +24 hrs: 7%
  - Day Before: 18%
  - Same Day: 28%

**FUNDING SNAPSHOT**

Ohio’s FY 2019 Public Transportation Funding Allocation:

- **Federal Funds** $34 million
- **State Funds** $6 million

The Federal Transit Administration’s Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310** × CAPITAL × OPERATING
- **5311** ✓ CAPITAL ✓ OPERATING
- **5339** × CAPITAL

1. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
2. Restricted to certain groups of the population based on age, disability, health status, or income.
3. Peak period is from 7:00–9:00 a.m. and 4:00–6:00 p.m. on weekdays.
4. Includes funds from state-specific rural transit funding programs.
Of the 52 counties in Appalachian Pennsylvania, 35 are served by fixed-route bus service. 32% of the workers in these counties live near fixed-route bus service.

**Pennsylvania Highlight**
Pennsylvania’s Act 44 Public Transportation Program, named the “Public Transportation Trust Fund,” mandates predictable funding to maintain and expand transit service in the state. The state does not require a local match for providers to access funding for capital improvements.

**Funding Snapshot**
Pennsylvania’s FY 2019 Public Transportation Funding Allocation:

- **Federal Funds**: $36 million
- **State Funds**: $2.1 million

The Federal Transit Administration’s Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers.

State-funded matches for those programs are available for:
- 5310 ✔ CAPITAL
- 5311 ✔ CAPITAL
- 5339 ✔ CAPITAL

---

1. Within a half-mile distance from a fixed-route transit service.
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Restricted to certain groups of the population based on age, disability, health status, or income.
4. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
5. Includes funds from state-specific rural transit funding programs.
Of the six counties in Appalachian South Carolina, 5 are served by fixed-route bus service and 21% of the workers in these counties live within a half-mile of fixed-route bus service.

### Funding Snapshot

**South Carolina's FY 2019 Public Transportation Funding Allocation:**

- **Federal Funds:** $20.1 million
- **State Funds:** $6 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers.

State-funded matches for those programs are available for:

- **5310** × CAPITAL
- **5311** √ CAPITAL
- **5339** × CAPITAL

1. Restricted to certain groups of the population based on age, disability, health status, or income.
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
4. Includes funds from state-specific rural transit funding programs.
Of the 52 counties in Appalachian

**Tennessee**

- **10** are served by fixed-route bus service
- **27%** of the workers in these counties live near fixed-route bus service\(^1\)

### FIXED-ROUTE BUS BY COUNTY

<table>
<thead>
<tr>
<th>DAYS OF SERVICE</th>
<th>HOURS OF SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays Only</td>
<td>78%</td>
</tr>
<tr>
<td>Weekdays and Weekends</td>
<td>22%</td>
</tr>
<tr>
<td>Peak Only(^3)</td>
<td>56%</td>
</tr>
<tr>
<td>Daytime Only</td>
<td>44%</td>
</tr>
<tr>
<td>Daytime and Evening</td>
<td>6%</td>
</tr>
</tbody>
</table>

### DEMAND RESPONSE BY COUNTY

<table>
<thead>
<tr>
<th>DAYS OF SERVICE</th>
<th>DAILY OPERATING HOURS</th>
<th>RESERVATION REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon-Fri</td>
<td>94%</td>
<td>Same Day 46%</td>
</tr>
<tr>
<td>Mon-Sat</td>
<td></td>
<td>Day Before +24 hrs 54%</td>
</tr>
<tr>
<td>Mon-Sun</td>
<td></td>
<td>Same Day 46%</td>
</tr>
</tbody>
</table>

### FUNDING SNAPSHOT

**Tennessee's FY 2019 Public Transportation Funding Allocation:**

- **FEDERAL FUNDS** $28.2 million
- **STATE FUNDS** $43.8 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- **5310** CAPITAL OPERATING
- **5311** CAPITAL OPERATING
- **5339** CAPITAL

---

\(^1\) Within a half-mile distance from a fixed-route transit service.

\(^2\) Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

\(^3\) Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.

\(^4\) Includes funds from state-specific rural transit funding programs.
Of the 25 counties in Appalachian Virginia are served by fixed-route bus service. 20% of the workers in these counties live near fixed-route bus service.

**Fixed-Route Bus by County**
- **Days of Service**: 30% Weekdays Only, 70% Weekdays and Weekends
- **Hours of Service**: 5% Peak Only, 18% Daytime Only, 77% Daytime and Evening

**Demand Response by County**
- **Days of Service**: 12% Mon-Fri, 88% Mon-Sun
- **Daily Operating Hours**: 96% <8 hrs, 4% >12 hrs
- **Reservation Requirements**: 0% +24 hrs, 48% Day Before, 48% Same Day

**Virginia Highlight**
Localities in Virginia may apply for demonstration grant funds for use in the first year of a new service before applying for Section 5311 grants. This two-step process provides a period for potential adjustments to be made before applying for the federal funding programs and ensures greater success for new services.

**Funding Snapshot**
Virginia's FY 2019 Public Transportation Funding Allocation:
- **Federal Funds**: $23.4 million
- **State Funds**: $258.7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:
- **5310**: Capital Operating
- **5311**: Capital Operating
- **5339**: Capital

---

1. Within a half-mile distance from a fixed-route transit service
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Restricted to certain groups of the population based on age, disability, health status, or income.
4. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.
5. Includes funds from state-specific rural transit funding programs.
Of the 55 counties in West Virginia, 34 are served by fixed-route bus service. 33% of the workers in these counties live near fixed-route bus service.

**Fixed-Route Bus by County**

<table>
<thead>
<tr>
<th>Days of Service</th>
<th>Hours of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays Only</td>
<td>38%</td>
</tr>
<tr>
<td>Weekdays and Weekends</td>
<td>62%</td>
</tr>
<tr>
<td>Peak Only</td>
<td>3%</td>
</tr>
<tr>
<td>Daytime Only</td>
<td>40%</td>
</tr>
<tr>
<td>Daytime and Evening</td>
<td>57%</td>
</tr>
</tbody>
</table>

**Demand Response by County**

- Days of Service: Mon-Fri 11%, Mon-Sat 50%, Mon-Sun 30%
- Daily Operating Hours: <8 hrs 51%, 8-12 hrs 13%, >12 hrs 56%
- Reservation Requirements: Same Day 56%, Day Before 31%, +24 hrs 19%

**West Virginia Highlight**

The West Virginia Department of Transportation (WVDOT) funds planning studies for potential new applicants to document transit service needs, how they can best be met, and the funds required to meet the identified unmet needs. This approach allows WVDOT to understand the specific needs in a community and how best to meet them.

**Funding Snapshot**

West Virginia's FY 2019 Public Transportation Funding Allocation:

- **Federal Funds**: $15.3 million
- **State Funds**: $2.6 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- 5310 ✗ CAPITAL
- 5310 ✗ OPERATING
- 5311 ✓ CAPITAL
- 5311 ✓ OPERATING
- 5339 ✗ CAPITAL

---

1. Within a half-mile distance from a fixed-route transit service.
2. Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.
3. Restricted to certain groups of the population based on age, disability, health status, or income.
4. Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.